

NEW HAVEN MONOPOLY PLAN BARED

Government's Attorney, in Conspiracy Cases Against Directors, Tells of Absorbing of Many Smaller Lines.

Rhode Island Company Bought For Ten Times its Worth to Choke Off Opposition, Prosecutor Tells the Jury.

New York, Oct. 19.—Robert L. Batts, attorney for the government in the trial of William Rockefeller and his 10 co-officials, charged with violating the Sherman law as directors of the New York, New Haven & Hartford Railroad, resumed today his uncompleted address to the jury. Mr. Batts planned to take up more in detail the story of the alleged monopolistic growth of the New Haven, the high spots of which he outlined yesterday. He made use again, to illustrate his remarks, of maps of the New Haven system at various stages of its expansion.

Taking up the acquisition of lines in Eastern Connecticut, Mr. Batts charged that the lines subsequently called the People's Railway were taken over in 1903 in order to prevent the proposed construction of a branch line to Long Island Sound. Other lines in this section also were taken over and all were subsequently combined under the name of the Consolidated Railway Co., which itself was finally merged into the New Haven.

One of these lines subsequently taken over was the Hartford system, which Mr. Batts charged, was bought at the excessive price of \$25 for the stock and bonds, the latter bearing 5 per cent interest.

The acquisition of the Rhode Island lines from the late Senator Aldrich and his associates, said the attorney, was intended to prevent the building of a contemplated high speed electric line from Boston to Providence, which would compete with the New Haven. This line, Mr. Batts explained, could not be built without the consent of the Rhode Island lines which had exclusive rights in Providence. Although the properties in question were encumbered with mortgages and unable to pay dividends, they were nevertheless bought for \$21,000,000, he said, when actually worth not one-tenth of that amount.

The sum of \$1,000,000, he said, was paid back into the treasury of the properties by the sellers, to make it appear that it was a going concern. This \$1,000,000 was used up in less than two years, declared the attorney.

Reverting to the early railroad situation, the attorney described the competitive railroad service enjoyed by the large New England cities before the New Haven consolidation began.

He mentioned the Central New England road as an early competitor of the New Haven, which, when it wanted to construct an additional line, was hindered by the New Haven through a restraining suit, from using a right of way. By this action the Central was obliged to build its road around a farm instead of through it. As Mr. Batts proceeded to expound the intent of the law at some length, R. V. Lindawary, of counsel for the defense, interrupted.

"Isn't it proper that we should receive the law from the court?" he asked.

TWELVE JITNEY DRIVERS TAKEN BY POLICEMAN

Gorgas Starts Wholesale Collection of Offending Local Chauffeurs.

BUS MAGNATE SAYS COURT'S TOO SEVERE

Motorcycle Rider Must Give Up Saturday Nights to Chasing Cars.

Wholesale corralling of offending jitney drivers has begun by the police department with the result that 12 were taken into custody Saturday night.

So many were arrested that Benjamin Steiber, a promoter who runs some jitneys, accused the court of "trying to put him out of business."

Prosecutor L. D. Gorgas and former Judge Thomas C. Coughlin enjoyed a few minutes quarreling until Judge Wilder interrupted. At the close Clifford N. Gorgas, motorcycle policeman, was instructed to give up his Saturday nights to the pursuit of joyous jitneys who disregard the dictates of the city ordinances.

Charles Neibum of 95 Elm street was arrested Saturday night on Fairfield avenue by Gorgas for operating a motor vehicle without the required lighting facilities. In court this morning Neibum failed to appear and Attorney Irving Elson asked for a continuance until tomorrow. The continuance was granted under a bond of \$50 to insure Neibum's appearance in court.

David Heaphy, a singer, 495 Broad street, was fined \$2 for recklessly driving a jitney car on Congress street Sunday afternoon when he almost collided with Gorgas when passing under the railroad viaduct, at Housatonic avenue.

Francisco Delvichio of 243 Pequonnock street, a local jitney, was dressed in his Sunday clothes Saturday night and arrested by Gorgas on State street. He had his jitney badge pinned inside his new coat and when ordered to pin it where it would be discernable he refused and was placed under arrest by Gorgas. Delvichio was fined \$5, which he paid.

Rocco Spina of 175 Franklin street, New Haven, a jitney of the Elm City, was arraigned on the charge of reckless driving. He was pursued by Gorgas Saturday night from the Starford tower line to Connecticut and Seaview avenues, where he was apprehended. He was fined \$5 and costs by Judge Wilder.

Traffic Policeman Daniel Poland, stationed at Water street and Fairfield avenue, yesterday afternoon arrested Joe Dezzo of 810 Wordin avenue, for violating the traffic ordinance at that point. Dezzo was granted a continuance in his case until tomorrow morning.

Canasagion Cantaranti of this city, was fined \$2 for overcrowding his jitney. He was arrested by Gorgas Saturday evening.

Morris Cohen, living at Suburban station at Water street and Fairfield avenue, yesterday afternoon arrested Joe Dezzo of 810 Wordin avenue, for violating the traffic ordinance at that point. Dezzo was granted a continuance in his case until tomorrow morning.

Julius Mudrie, age 18, operator of a local jitney, was fined \$5 and costs for oversteering his machine on State street late Saturday evening.

Joseph B. Belarmon of 1230 State street was arraigned on the charge of operating his motor vehicle with the muffler wide open at Park and Railroad avenues Saturday evening. He was also apprehended by Gorgas. He was fined \$15 and costs.

Charles Gaines of 61 W. 15th street, N. Y., was arrested by Policeman Gorgas Saturday evening for driving his motor vehicle with the lights out. He failed to appear in court this morning when his name was called, and a warrant was issued for his arrest.

A fine of \$5 and costs was imposed on James Tucker, another local jitney operator, arraigned on the charge of oversteering. An appeal was filed under a bond of \$50. A wordy argument ensued during this hearing. Prosecutor Delaney and Attorney Coughlin, the latter defending Tucker. Judge Coughlin said that his client was driving only 15 miles an hour when arrested. With this Prosecutor Delaney said: "Why, what are you talking about? You know your convict prisoners in this court who were only traveling 10 miles an hour."

The air was shimmering when Judge Wilder ordered both men to cease their arguing, hereafter to address the court and close engaging in personalities. Judge Coughlin then filed an appeal in favor of his client.

CITY HAS FAILED TO PROVIDE HOUSING AND MANY ARE SUFFERING

Condition of City Brought Out With Startling Emphasis at Meeting of Board of Charities.

Several Families Evicted By Greedy Landlords Are House at Lakeview Home Shelter is Sadly Lacking

Fines and imprisonment for members of the administration in Bridgeport is staring them in the face because of the shameful conditions of housing in this city.

Shocking details of how persons of fair means are wandering homeless around the streets of Bridgeport, how they had been evicted from their homes, how they met with shameful indifference when they applied to the city for aid, how some are sleeping on the docks and how others are sleeping in lodging houses after having taken their furniture from the gutter where it was thrown by greedy landlords, and sold it for a pittance—all these things were disclosed and admitted yesterday afternoon at a meeting of the board of charities.

Probably it would not have been known in detail but for the fact that housing conditions in Bridgeport have become so reprehensible, because the administration has neglected its duty toward the citizens, that it became necessary for an official at the headquarters of the New England Charities at Boston to call the attention of the administration, in no uncertain tones, that it is neglecting its duty and some of those connected with it are likely to be arraigned in court, fined and jailed, unless something is done.

At the meeting yesterday afternoon it was suggested that the portable school buildings that are now being used in a frenzied effort to stave off the ending in chaos, by overcrowding of schoolhouses, may be used to house the unfortunate who have been thrown in the street.

Not only was it suggested that the portable school houses, which are merely sheds, be used to afford temporary relief to the evicted tenants, but it was proposed that the portable electric booths, which are on use only a few days in the year, be used for the same purpose.

It is likely that the board, eager to seek some present solution of the problem while the officials higher up and brought to a realization of what is required of them, will scatter the sheds on the land about the new Lakeview home and there create a colony of the homeless, who could rent for pay, houses were they available.

And not only that was proposed at the board meeting, but the building near the railroad, another local jitney operator, arraigned on the charge of oversteering. An appeal was filed under a bond of \$50. A wordy argument ensued during this hearing. Prosecutor Delaney and Attorney Coughlin, the latter defending Tucker. Judge Coughlin said that his client was driving only 15 miles an hour when arrested. With this Prosecutor Delaney said: "Why, what are you talking about? You know your convict prisoners in this court who were only traveling 10 miles an hour."

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HARVARD ASKS YALE TO ALLOW LEGORE IN GAME

Capt. Mahan and Coach Houghton Believe He is Only Technically Guilty.

Cambridge, Oct. 19.—As the result of an informal meeting of Harvard football leaders and authorities, it was expected in Cambridge today that efforts would be made to persuade Yale to reconsider its action in dropping five prominent athletes because of their summer baseball activities. When it was learned here that Legore and Easton, two football players, had been included in the list of Yale ineligible players, Captain E. W. Mahan, of the Harvard varsity football team, called a meeting at which the matter was discussed. All of those declined to be quoted today but it is known that Captain Mahan conferred with Chief Coach Houghton, former Captain Robert Storer, Richard Wigglesworth and two members of the student advisory board, and that the general sentiment seemed to be that the absence of Legore would deprive the Harvard-Yale contest on Nov. 20 of one of its best features.

The view is said to have been expressed that the violation of the intercollegiate agreement had been a technical one, and as the players had made proper amends when their attention was called to a violation of the rules, an exception might be made in their cases. No definite action, however, was taken at the meeting except to extend to Yale, in an unofficial way, the offer of Harvard's services.

Football players pointed out that when Orville Frank, a Harvard baseball captain, was found to have technically violated an athletic rule, Yale promptly came forward and asked Legore to permit the big first baseman to continue in the game.

FIRST NOTE OF RECOGNITION IS GIVEN CARRANZA

Agent Gets Greeting of Argentina and Others Will Follow.

Washington, Oct. 19.—Formal recognition by the United States of General Carranza as the chief executive of the de facto government in Mexico, today awaited the presentation of a note to Eliseo Arrondondo, Carranza's official representative here. With this action goes a renewal of diplomatic relations between the two countries. Brazil, Chile, Argentina, Bolivia, Uruguay and Colombia have already acted in accord with the United States and it was expected that other South American countries not represented in the Pan-American peace conference, as well as the European powers would follow.

With the form already decided upon by the conferees, all that remained today to complete the act of recognition was the writing of a note by each of the governments represented to be presented to General Carranza through Eliseo Arrondondo notifying him of such action. Mr. Arrondondo upon receipt of the note plans to leave here at once for Saltillo to personally convey the note to Carranza.

Following recognition an embargo on arms to factions opposed to Carranza goes into effect immediately. The first of the letters of recognition of the Carranza government of Mexico was received today by Eliseo Arrondondo, Carranza's representative here, from the Argentine ambassador. Letters from the other Pan-American conferees were expected before night.

Rob Matt Weiler's Saloon of Change

Burglars gained entrance shortly after midnight to the cafe kept by Matt Weiler at 4 North Washington avenue and made off with \$5 in cash which had been left in the register to be used as change. Entrance was made by breaking the glass in a rear window.

An attempt to gain entrance to the clothing store of Frank Jacoby on Broad street shortly after midnight was frustrated by the prompt arrival of the police who were informed that burglars were attempting to force open the rear door of the establishment.

Early this morning an attempt was also made to gain entrance to Baldwin's grocery store on South avenue but the burglars were scared away.

SIX KILLED, MANY INJURED IN WRECK

Oklahoma City, Okla., Oct. 19.—Six persons are dead, two fatally hurt and about eight others badly hurt as the result of a head-on collision early today between the Chicago, Rock Island and Pacific south-bound Train No. 11 and a north-bound freight train 12 miles south of Chickasha.

L. B. NICKERSON, FREIGHT AGENT, HAS PROMOTION

Waterbury Man Will Take Up His Duties in Bridgeport Freight Yards.

VETERAN AGENT TO HAVE BROADER FIELD Began Service in Local Railroad Nearly Half a Century Ago.

With the announcement today that Leonard B. Nickerson, for many years in charge of the freight business of the New Haven railroad as commercial agent, had been elevated in rank to the post of general agent with offices in Bridgeport, and the appointment of J. H. Cosgriff, until now agent at Waterbury, to succeed him, one of the most radical changes in freight service recently inaugurated in this city is foreseen.

The services of Mr. Nickerson, who has been connected with the Naugatuck and New Haven railroads since 1889, and who is one of the experts of the New Haven company in matters pertaining to freights, will hereafter cover a broad field in which his endeavors will be to ascertain the wishes of shippers and arrange for more efficient methods in freight handling.

It is expected that the company will enlarge its present facilities to a degree beyond the most sanguine expectation of shippers in this vicinity. Immediate changes will be the enlargement of the central, east and west ends, with additional tracks for loading and unloading car freight and it is expected that an additional system of spur-tracking will soon be devised whereby the larger factories may be better accommodated.

The deep experience in freight matters obtained by Mr. Nickerson in his many years' experience with the railroad may be plainly seen when it is stated that he began service in 1889 as office boy on the West Shore Railroad, in the old Naugatuck railroad. The road at that time was merely a line used in conveying freight from the Naugatuck dock to the interior. The steamship and railroad had a separate corporate existence. The New Haven road merely had a small freight house occupying part of the site now occupied by the depot and James M. States in charge as ticket and freight agent.

"The freight business of the New Haven road was a small item at that time," said Mr. Nickerson today, "and arrangements had been made for the Naugatuck road to care for it."

"The rapid growth of freight business from that time to this date may be seen from the fact that in October, 1888, in and out freight tonnage was but 33,977 tons, as against a tonnage of 107,935 of September, 1915."

In the period before 1887 the freight business of the New Haven road was conducted successfully by the Naugatuck railroad with Blaise Soules as agent. During that time Mr. Nickerson served in every capacity from clerk to cashier of the railroad. In May, 1886, he was appointed acting agent for the Naugatuck road and continued in that capacity until March, 1887. He then became freight agent for the New Haven & Hartford railroad under Superintendent William H. Turner.

January 1, 1892, the business of the Naugatuck railroad, Beardsley division, was consolidated. In August, 1911, under F. G. Holbrook, general freight agent of the New Haven system, Mr. Nickerson was again elevated to the position of commercial agent which has since been his official title.

Under his guidance here the great changes in freight business have been systematized and when he recalls from perspective the old engines of diminutive size, the small trackages, and the rapid growth of the freight yards, the change in fifty years seems colossal.

In the '60's and '70's the cars were but 20 feet long, against the 40 feet today. Where their capacity was but 10-20 tons the cars of today are from 20 to 60 tons.

CABINET TROUBLES IN ENGLAND GIVE LEADERS WORRIES

London, Oct. 19.—Great Britain is wisely not to learn whether the cabinet ministers will be able to compose their differences and continue the government without swapping horses in mid-stream. The military difficulties which confront the cabinet have taken a position of secondary importance for the time being. The cabinet has been holding long and frequent meetings since the Balkan crisis developed. Both newspapers and politicians agree that vital differences of opinion have arisen over the conscription issue and the near east question. In the meantime, party newspapers are carrying on a bitter debate and exchange of accusations of lack of patriotism and of placing of party and private interests above those of the country.

The resignation of Sir Edward Carson, attorney general, was the first of a series of resignations. He is alleged to have appropriated \$11,051, which he collected on a "tripper," Saturday night for the Connecticut Co.

ORNBURN AN OFFICER Ira M. Ornburn, a labor organizer connected with the State Federation of Labor, has been elected secretary and treasurer of the State Liberty league. The object of the league is to fight prohibition.

"Any day we may be faced with another reconstruction," he said, "or with proposals which would end instantly the political truce and rend blood the people into contending factions."

Speaking in Dublin last night, John Redmond declared the position of the coalition government was precarious. "Any day we may be faced with another reconstruction," he said, "or with proposals which would end instantly the political truce and rend blood the people into contending factions."

BRITISH JBMARINE TORPEDOES GERMAN MERCHANT VESSELS

ASQUITH TAKEN SUDDENLY ILL; TO SEEK REST

British Premier Confined to His Home With Serious Ailment.

London, Oct. 19.—Premier Asquith has suddenly become ill. His condition of health will require withdrawal from public activities at least for a few days.

Shortly before 1 o'clock the following bulletin was issued at Downing street: "The prime minister is suffering from an attack of gastro-intestinal catarrh, which will necessitate a few days of complete rest."

Earlier in the day Mr. Asquith attended meetings of the war committee and the cabinet, both of them held in his official residence.

Mr. Asquith was indisposed yesterday but attended the cabinet meeting and received several visitors during the evening. His condition was so aggravated today that he consulted a physician, who ordered him to remain in bed for several days and then take a rest of a few days in the country.

ENGINEER FOLLS THIRD ROBBERY BY BANDIT GANG

Hold-Up Two Freight Trains But Express Driver Makes Getaway.

New York, Oct. 19.—Armed men held up and robbed two freight trains and attempted to rob an American Express train on the West Shore railroad at the entrance to a tunnel between Congers and Haverstraw, N. Y., early today. After loading an automobile with packages taken from the two freight trains the bandits escaped.

Arriving at the mouth of the tunnel in an automobile, the robbers tampered with the wires controlling a signal and caused the light to show red. This halted the first freight train and as it stopped the hold-up men appeared beside the locomotive and covered the engineer and fireman with revolvers. They then ripped open several freight cars and selected such packages as they wanted, loading them into their automobile. Then they ordered the engineer to proceed.

The second freight train was held up and robbed in a similar manner. When the American Express train stopped at the red signal the robbers neglected to station a man at the locomotive and all of them went back, apparently with the intention of breaking into one of the cars. As soon as they were out of sight the engineer opened the throttle and started up the train.

The looted trains were stopped at West Haverstraw, the next station north of the scene of the robbery, and the crews gave the news of the robbery.

Sheriff Serfen, of Rockland County, and others attempted to pursue the robbers in an automobile but were able to trace them only as far as Hackensack, N. J.

WORKMAN FALLS 30 FEET, HITS HIS COMPANION

John Brookman, 130 East Main street, employed on the new armament plant buildings fell 30 feet from a scaffold this morning striking Alexander Smith, of 101 Barnum avenue, who stood on the ground below him. But for Smith Brookman would have been killed. Both are in St. Vincent's hospital, in serious condition.

Conductor Arrested; Company Alleges He Suffers "Short Arm"

William Reiding, a trolley conductor living at the Kaiserhof hotel, was arrested today for embezzlement. He is alleged to have appropriated \$11,051, which he collected on a "tripper," Saturday night for the Connecticut Co.

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One Steamer is Sunk and the Other is Kept Afloat By Cargo of Wood—No Word Regarding Fate of Crews.

Austrians Push Invasion of Serbia and Take Important Town Near Belgrade After Meeting Stiff Opposition.

Stockholm, Oct. 19.—The German steamers Pernambuco, of 4,788 tons, and the Soederhamn, of 1,499 tons, were torpedoed during last night by a British submarine off Oxelesund, along the Baltic coast of Sweden.

The Pernambuco sank. The Soederhamn was kept afloat by her cargo of wood. Both vessels were bound for Germany. The Pernambuco carried a cargo of iron ore.

AUSTRIANS CAPTURE CITY NEAR BELGRADE

Berlin, Oct. 19.—The Austrian army which is invading Serbia over the Save front, along the northwestern border apparently has its movement well under way, after meeting with determined opposition from the Serbians. Army headquarters today announced the capture of the town of Obrenovatz. South of Belgrade, on the Danube front, the Austrians have made a further advance. The troops of General Von Gallwitz have occupied the official points of strategic importance.

The war office also announced that the Bulgarian army of invasions had captured the Serbian town of Vranja on the railroad between Salonika and Nish.

ITALY NOW AT WAR AGAINST BULGARIA

Rome, Oct. 19.—Italy has declared war on Bulgaria, according to an announcement by the Stefani News agency.

Paris, Oct. 19.—The Havas correspondent at Rome telegraphs: "The Italian government by order of the King, declared that a state of war exists between Italy and Bulgaria by reason of Bulgaria having opened hostilities against Serbia, thus allying itself with the enemies of Italy and combating her allies."

Italy May Not Land An Army Into Siberia

London, Oct. 19.—Italy has declared war against Yranya, but the question whether she will send troops to join the British and French forces in Serbia remains as obscure as the results of the fighting raging on Serbia's eastern frontier.

The Austro-German armies which occupied Belgrade appear to have advanced more than 15 miles south of the city, but the outcome of the fighting between Bulgarians and Serbians along the important Saloniki-Nish railroad cannot be summed up so easily.

At two points, the northernmost of which Yranya, the Bulgarians, but the question whether they have been successful, while to the south the Serbians are reported to have driven back the invaders. Both Athens and Paris maintain that French troops have occupied Salonika, in southwestern Bulgaria, but there are available no official reports from this section, and will not until the fighting reaches a more decisive stage.

Removal of Sir Ian Hamilton from command of the Dardanelles force was received in England with mixed feelings, coming on the heels of rumors of a possible withdrawal from Gallipoli peninsula. In the best informed circles, however, the appointment as commander in chief of Maj. Gen. Sir Charles Monroe as interpreted as an indication that the campaign will be prosecuted with renewed energy, as the country has great confidence in the new leader's ability.

Fabryck's Opponent Treated For Injury Received in Bout

Jimmy Snyder "the pride of the Acorn A. C.," who was beaten by Teddy Fabryck of Fairfield, in a six round boxing exhibition at the Casino last evening received treatment at the Emergency hospital for a severe laceration over the left eye sustained during the encounter with Fabryck. The wound was dressed by Dr. E. B. Weidob.

FAMOUS PLAINSMAN DEAD Kansas City, Oct. 19.—Joseph G. McCoy, pioneer plainsman, who laid out the famous cattle trail from the state of Texas to Abilene, Kas., died here today after a two months' illness. He contributed much to the development of the country as a scout before the building of railroads.

KING IS WITNESS IN SUIT HEARD IN HIGH COURT TODAY

George C. Miller Wants Sale of Vehicle Company Declared Void.

With Republican Leader John T. King waiting to be called as a witness, the trial of the hard fought lawsuit brought by George C. Miller of this city against the Bellmore Armored Car & Equipment Co., started this morning before Judge Case in the superior court. Miller was the first witness called.

Miller alleged that the sale of the Bridgeport Vehicle Co. to the Bellmore Co. was made by the Vehicle Co. directors without authority and that he as a stockholder was not given notice of their intended action.

Miller testified that he owned 40 shares of Bridgeport Vehicle stock, valued at \$100 each. The first he knew of the sale was after it had been made. So far as he knew no meeting of the stockholders had been held to authorize the directors' action.

On cross examination by Attorney James A. Marr, representing the defendant Miller admitted he and his father had a conference with Receiver John T. King and Frank Miller on the Sunday before the sale was made. He also admitted having seen a notice sent to creditors by King. After much questioning he admitted he had heard the question of the sale to the Bellmore was coming up before the directors. Miller wants the sale set aside and asks \$1,500 damages.

At press hour King had not been called to the stand.

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